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THE MARINE RECORD.

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AROUND THE LAKES.

CLEVELAND.

Freights continue strong and high charters were made Tuesday as follows: Vessels and cargoes engaged were the steamship Egyptian and schooner Pelican, coal, Cleveland to Marquette, $1; same vessels, ore, Marquette to Cleveland, $2.15; steamer Keystone and consort, J. G. Masten, ore, Escanaba to Cleveland, $1.75; steamer J. W. Wescott and schooners Middlesex and Charles Wall, coal, Sandusky to Milwaukee, $1.35; propeller W. L. Wetmore, coal, Buffalo to Milwaukee, $1. 50; schooner Henry C. Richards, coal, Cleveland to Milwaukee, $1.30; steamer Waverly, pig iron, Elk Rapids to Buffalo, $2.50; schooner Riverside, ore, Escanaba to Ohio ports, $1.75; schooner Helena, coal, Erie to Chicago, $1.50; steamer Havana, coal, Buffalo to Chicago, $1 50; schooner H. Fitzhugh, coal, Cleveland to St. Ignace, $1.25; propeller R. J. Hackett and consort, Susan E. Peck, coal, Buffalo to Milwaukee, $1.50; steamer City of Cleveland, coal, Toledo to Duluth, $1.50; same vessel, wheat, Duluth to Buffalo, 8c; steambarge David Stewart, ore, Escanaba to Ohio ports, $1.75; steamers Rhoda Emily and consort, Guiding Star, coal, Cleveland to Escanaba, $1.10; same vessels, ore, Escanaba to Chicago $1, free p. t; schooner R. B. Hayes, ore, Escanaba to Chicago, $1, free out; schooner George W. Davis, ore, Escanaba to Pine Lake, 70c, free out; same vessel, pig iron, Pine Lake to Erie, $2.12½ free on board; steamer Smith Moore, coal, Buffalo to Marquette, $1.75; schooner S. P. Ely, coal, Lorain to Milwaukee, $1.30; steamer Thomas S. Christie and schooners Annie P. Grover and M. F. Merrick, ore, Escanaba to Cleveland, $1.75; schooner James Couch, coal, Lorain to Milwaukee, $1.40; steambarge H. S. Pickands, coal, Cleveland to Milwaukee, $1.35; schooner Granger, coal, Cleveland to Chicago, $1.40; schooner L. Van Valkenberg, ore, Escanaba to Cleveland, $1.75; schooners Fleetwing and M. I. Wilcox, coal, Cleveland to Detroit, 40c; schooner Owasco, coal, Cleveland to Detroit, 45c; schooners William Brace and H. F. Church, coal, Cleveland to Port Huron, 50c; steambarge J. E. Mills, coal, Cleveland to Port Huron, 50c; steambarge Coral and schooner Dorcas, wood, Tryconnell to Cleveland, $1,50; schooner William Shupe, block stone, Cleveland to Port Huron, and steambarge Niagara, coal, Lorain to Toronto, both on private terms; schooner Monguagon, ore, Escanaba to Fairport, $1.80.

At the Cleveland drydock the Vienna and Sumatra had buts calked; the Leland, which was in dock last week, finished repairs with a new shoe, wheel and stern post; the J. W. Westcott got a new fore foot; the barge Concord had her bottom recalked and the Ironton will go in for necessary repairs.

The Globe Iron Works Company are about enlarging their boiler shops to double the present capacity.

The fire boat Weatherby at the foot of Superior street, in Anderson & Bates warehouse, proved that she is one of the best institutions of the city. In case she had not been on the river the total destruction of the building would have resulted.

The yachts Winifred and Cora have been laid up at Rocky River. Appointments for next season have been made. Captain Williams will sail the Winifred, and Captain George Desbrow the Cora.

MILWAUKEE.

Later advices from Kewaunee state that the barge Emerald, another of the tug Justice Field's consorts, foundered at noon. Five lives were lost. Mate Breview was saved, but is still unconscious. It is expected that the third barge, which is riding in the breakers, will go to pieces soon.

CHICAGO.

Special to the Marine Record.

The L. M. & L. S. T. Company's propeller Bessemer, Captain McArthur, which arrived on the night of the eleventh with iron ore from Two Harbors, Lake Superior, encountered some very heavy weather. She left Two Harbors at noon on the 2d, and during the night, as she was running dead before the sea, and heavy seas were continually breaking over her, filling her up so, that she could scarcely live in them, and smashing all the glass in her skylights and cabins, Captain McArthur, fearing she would founder had two streams from cans filled with kerosene oil kept continually running over her bows to still the waves, and he states that not a wave broke on board after the oil was poured on the waves. He used 24 gallons of oil whilst running about 60 miles between the Apostle Island, and Eagle Harbor and considers that his vessel was saved by its use. He ran into Copper Harbor for shelter and left there on the morning of the 4th. About 6 p. m., when the wind was blowing heavily from the southward she broke her rudder chains, rendering her helpless. A signal of distress was hoisted, which was responded to by the propeller W. H. Blanchard, which took her in tow for three hours whilst repairs were made; the wind then shifted to the northwest, blowing heavy with a severe snow storm, and the Bessemer ran in behind Grand Island for shelter until the storm abated. She passed through the Sault on Sunday, and was delayed by heavy weather two days under the Beavers. She ran short of fuel and put into Milwaukee to fill up her coal bunkers before coming to this port. The Bessemer left Chicago on the morning of the 15th with supplies for Portage and Houghton. She will load iron ore at Ashland for Cleveland, where she will lay up.

Harvey C. Talbot, of Cleveland, formerly second engineer of the Bessemer, has been appointed first engineer, vice P. W. Whelan, resigned.

The schooner Clara, Captain W. Brown, owned by Captain William Johnson, made the quickest trip of the season from this port to Menominee and back in three days and ten hours, bringing along over 300,000 of lumber.

Last Friday night between 9 and 10 the schooner George Steel, Captain Keating, with lumber from Cheboygan, drifted down upon the water works crib in a heavy sea and damaged her port side very badly. She was towed to a dock and unloaded, and became waterlogged before her load could be discharged. A tug pumped her out, and she was placed in one of Miller Brothers drydocks, where she is receiving a number of new strakes of plank, and new plank shear and covering board amidships.

The propeller H. E. Packer, Captain McFarlane, will go into drydock before leaving port. She struck the bottom coming in on the ranges from Bar Point to Detroit River on her way up, and is leaking slightly.

The propeller Wm. Edwards collided with the propeller H. E. Packer in the river between Adams and Van Buren street bridges, between 9 and 10 Saturday night last, and damaged the Packer about $100. The Packer was going up the river stern first, in tow of the tug. Morford and Mosher; the Edwards was going down in tow of one tug and struck the Packer as she was lying still, waiting for her to pass.

The barge J. H. Rutter, Captain Wm. Thompson, arrived here Sunday evening from South Chicago, light, in tow of the tug Robert Tarrant, and went into one of the Chicago Drydock Company's docks to have her butts calked and a leak stopped.

At the Chicago Drydock Company's the schooner C. S. Mixer was in dock to have a leak stopped and her butts calked. The schooner M. E. Cook received a new mainmast, the schooners M. A. Muir and Lucinde Van Valkenburg had their centerboard calked, the schooner H. B. Moore a new mizzenmast, the schooner E. P. Royce a new cathead, propeller Bessemer some calking. Schooner L. B. Coates a new centerboard, the schooner Midland Rover some calking. The tug F. O. Earnshaw was at the derrick and her stern bearing fixed.

The Marine Engineers Association, Chicago, No. 4, will hold their meetings every Tuesday, at 8 p. m., at city hall, Adams and LaSalle streets

The lumber schooners A. P. Nichols, Adriatic, Norman, Emeline, Maggie Thompson, Lumberman, Colonel Ellsworth, Persia and several others have shipped and gone into winter quarters.

At Miller Brothers, Drydocks, the steambarge T. W. Snook was in dock for bottom calking, the schooner E. A. Nicholson for calking, the schooner Truman Moss to have leak stopped, schooner Morning Star for some calking and repairs, tug Calumet for fixing stern bearing and calking, schooner George Steel for repairs to port side. The tug Crawford was at the derrick and had her stern bearing fixed, the schooner Sunrise received a new gaff, the schooner G. W. Naughtin a new rudder stock, the tug Thomas Hood a new tow post.

The Goodrich Transportation Company's steamer Chicago left for Manitowoc last Friday to lay up.

The fine new barge Mable Wilson arrived Friday in tow of the Kittie M. Forbes, which had gone in search for her down Lake Michigan. This is the Wilson's first appearance at this port and she was proclaimed one of the finest barges that ever entered it.

The schooner James Mowatt, Captain Crane, which carened here last week, with iron ore from Escanaba, loaded ore and arrived at Chicago in three and one half days after leaving Milwaukee.

At a meeting of the Chicago Board of Marine Underwriters last Friday trip rates of insurance on grain cargoes from Chicago were advanced as follows: To Lake Michigan ports, 75c; to Lake Superior ports, $1.75; to Lake Huron ports and Sarnia, $1.25; to Georgian Bay and Lake Erie ports, $1.50; to Lake Ontario ports, $2; to Ogdensburg, $2.15.

Early Friday morning the scow Nellie Winlack struck the breakwater north of Division street and went to pieces. She left Muskegon Thursday morning for Chicago with a cargo of slabs. During the night the northwest gale struck her and she began leaking. After working the vessel inside of the breakwater Captain Nilson and Martin Anderson, the only men aboard, became frightened and abandoned her, and reached shore in the yawl. Had they reported to the life saving station the crew could have rescued the vessel, which was built in 1869 and measured forty tons. She was owned by Captain Nilson and Andrew Halverson.

WILLIAMS.

BUFFALO.

Special to the Marine Record.

This week we have had two snow storms, snow falling to the depth of six or eight inches on the level. There were some sleighs out, but no good sleighing.

Business still keeps good in marine circles. Coal freights to upper lake ports have advanced, and may be quoted at $1.50 per ton to Chicago and Milwaukee. To Lake Superior ports $1.00 to $1.25 have been paid, and to outside ports even higher rates have been paid, but the latter were few.

Since the advance in coal freights quite a number of vessels have been chartered to come, light, from Ohio ports. Among them are the Simon Langell and consort F. M. Knapp, steambarge Business, Rube Richards and consort May Richards, Henry Chisholm and consort Alva Bradley, and Ahira Cobb. The above are all in port. Those to arrive are steambarges Republic, Minneapolis, te load coal for Lake Michigan ports. The Smith Moore also came here light and loaded for Marquette. C. Tower, Jr., which came here with wheat from Duluth, has just cleared with a full load of coal for that port again at $1.10. Captain James Lowe expects to make a round trip and go up to Chicago and lay up there, provided all things are lovely.

It is said that grain freights from Duluth have advanced to 8 cents, and a further advance is expected daily.

The steambarge Ohio is in the drydock receiving repairs to the damage done her by striking on the Lime Kiln crossing. She damaged her foretoot badly, and bruised her bottom up considerably, also, her keel and some frames near her center board box. She will be in dock several days.

To-day the new steamship Susquehanna is taking on her maiden cargo. She will take about 2,000 tons of coal, and from 500 to 600 tons of package freight. They propose to load light on this her first trip.

The keel of the new steamship, intended for the Union Steamboat Co., is on the blocks and extends nearly from fence to tence. If they increase the length any the Union yard will have to extend its fence line.

Captain W. D. Robinson, who was mentioned some days ago as one of the arbitrators in the Arabia-Tilden case, has been notified by the secretary of the treasury that his official duties prohibit him from acting in that capacity.

A dispatch to Smith, Davis & Co., from Kelley's Island, says that the steamer Northerner, which was destroyed by fire at that place, is a total loss, and nothing will be saved except the iron she had on board, and that in a damaged condition.

Information reaches us from the Sault that the tug John Martin and lighter Young America, sent to lighter the G. T, Hope, aground on the Flats, Lake George, below that place, had reached them, and had lightered about 6,000 bushels. It was thought 15,000 bushels would enable them to pull her off.

The wrecking party that went up to raise the schooner City of Sheboygan, have made but little progress. It is doubtful if they can raise her this season.

The new steel steamship Susquhanna had her compasses adjusted. She afterwards made a short trial trip. Her boilers built by Lake Erie Boiler Works are to be inspected Tuesday. She will take on about 2,000 tons of coal for Chicago and leave here on her maiden trip Wednesday or Thursday. The propeller B. W. Blanchard was turned over, by the Union steamboat company, to Parker & Miller, her purchasers. Captain Greene remains in command.

Captain Eber Ward took possession of the propeller James Fisk, Jr., just sold by the Union steamboat company to the Ward line. Captain C. S. Furey retired as master, and Captain W. H. Campau, who had been on the Osceola, was placed in command. The Fisk will be the last boat of Ward's line to go to Duluth this fall. The Toledo and Hodge will go to Hancock on this trip.

The taking up of buoys on Lake Erie and Detroit River will begin Tuesday and be completed by December 1. Small scantling buoys will be put in the important places.

Captains W. D. Robinson, supervising inspector, has been advised by the Treasury Department to take no part in the arbitration of the Arabia-Tilden collision. Manager Caldwell, of the Western Line, will therefore be expected to name another man.

It was found that one of the pocket pieces in the steamer Ohio's bottom was badly damaged by her recent contact at the Limekilns. Repairs are expected to be finished Tuesday.

The four main boilers of the steamship

[*Continued on 4th page.*]

SALE OF THE INMAN LINE.

An official of the International Steam Navigation Co., gives the following account of the transaction by which that company became possessed of the Inman Line:

"We have made them an offer, and I think that it will be accepted, but you will probably hear as soon as I shall, for the result of their meeting will be cabled without doubt. We have made them an offer for their property of all kinds, and the good will of the line. We shall take the steamships, their docks, warehouses, and wharves, and the affairs of the Liverpool, New York, and Philadelphia Steamship Company will be wound up and the assets distributed to the stockholders."

The cable dispatch received only a few minutes later, announced that the company owed to the secured creditors £174 500, and to unsecured creditors £168,000, included in which amount were £49,000 in tradesmen's bills. The company's steamships were valued at £168,000, and the unsecured creditors will get only a little more than fifty per cent. of their claims. The International Steamship Navigation Company will pay for all the assets in sight £205,000. These include the steamships City of Berlin, City of Brussels, City of Richmond, City of Chester, City of Montreal, and City of Chicago, together with the good will of the company and whatever dock property it has. That amounts to but very little, as the company became embarrassed some time ago and was compelled to give up its New York pier and surrender the agency to Peter Wright & Sons, agents of the Red Star line, whose legal title is the International Steamship Navigation Company.

This change gives the Pennsylvania Railroad Company a very important transatlantic steamship connection. The company, about fifteen years ago, subscribed $900,000 to the stock of the American Steamship Company, the city of Philadelphia at the same time subscribing $600,000, and the company guaranteed its bonds for an equal amount. The steamships Pennsylvania, Illinois, Indiana and Ohio were built by William Cramp & Sons, but they earned very little money. They were built upon a sharp model that afforded very little room for cargo, and their tonnage was only 3100 tons. The operations of the company barely paid expenses, to say nothing of making anything for dividends, and after trying ten years or more, the Pennsylvania gave up the experiment and ran the steamships as freight boats. Since then the line has been kept up by the Lord Clive, the Lord Gough, and a fleet owned by the British Shipowners' Company, consisting of the British Crown, the British Prince, the British Queen, the British King, and kindred vessels, which were run in the line without placing any responsibility upon the company.

The International Steamship Company sails under the Belgian flag, though nine-tenths of the stock is owned in Philadelphia, and nearly all by the Pennsylvania Railroad. It owns the Pennland, Switzerland, Waesland, Westernland, Noordland, Belgenland and Rhynland, and maintains a service between Philadelphia and Antwerp, and New York and Antwerp, receiving a handsome subsidy from the Belgian government for carrying the mails. From this government it gets nothing. The line has paid much better than the American line, for it has met its interest regularly, has added to its fleet, and has also paid one dividend. The purchase money for the Inman property will be raised by an increase of the capital of this company, and the name will be retained. The expenses will be reduced by the consolidation of the agencies, and it is more than likely that the line will be strengthened by the addition of new steam ships. The decadence of the Inman line dates from the time of fast steamships, which have proved such an injury to every line that has undertaken to put them on. The White Star held the front position with the Germanic and the Britannic until the Gunion line came out with the Alaska and Arizona. Then the Cunard followed with the Servia and the Gallia, while the Inman made haste to put the City of Rome overboard. Her engines were a failure, and she was surrendered to the builders, in whose firm the Duke of Devonshire was a large partner. He had also a heavy interest in the Anchor, and after making the changes that were necessary, he placed her in that line. She gave the Anchor line a great prestige, and the Inman suffered a corresponding injury, for she had nothing in the fleet to compete with her. The Gunion line then paid the penalty of running such costly vessels as the Alaska and the Arizona, and was finally compelled to part with the Oregon, which fell into the hands of the Cunard line. With the adoption of this strange name the luck of the line seemed to vanish, for the building of the Umbria and Etruria followed and dividends stopped. For the last year there was no dividend to the stockholders. In fact, there is not a line in the North Atlantic trade that has paid its stockholders anything within a year, and nearly all of them are now organized as limited liability companies.

The Pennsylvania is the only railroad with a direct interest in a steamship company. The New York Central practically controls the Monarch line, and the Baltimore and Ohio has contracts with the North German line, but neither have money invested in the company.

"I have carefully examined Lewis' Marine Manual, and find it replete with information and guidance to owners of floating property, and shippers using water transportation. Such information and guidance, based as it is upon statutory law and rules approved by existing authorities, must be invaluable to those interested in the merchant marine." M. M. DRAKE,
Captain and Superintendent, Union Drydock Co., Buffalo.

NAUTICAL NOTES.

Navigation on the Illinois and Michigan canal will be closed on November 25.

The machinery of the old sidewheeler Keweenaw is being taken out at Detroit, and she will be sold for a lumber barge.

The Erie canal will close December 1st, unless closed before by ice. Large repairs to locks, about $160,000, will be done this month.

The over-due steamer Bessemer arrived at Chicago last Saturday night. She ran out of fuel and ran into Milwaukee Wednesday night.

E J. Rantly, Wm. Walsh, and Joseph Young, fishermen, were lost with their boat in the recent gale off Mantoulin island, Lake Huron.

The propeller H. E. Packer, bound up, struck bottom when abreast of Bar Point last week, and when she passed Detroit was leaking.

The lumber schooner Nellie Wanderlach, of Marinette, was wrecked on the beach at Chicago during a gale, the crew saving themselves by jumping on the breakwater.

The Lake Superior Transit Company's steamers Fountain City and Badger State are making their last trip. The company's agents say that they have enjoyed a most prosperous season.

The hatches and engine room of the propeller Myles having been made watertight, the largest pump available has been placed on board and an attempt to raise the boat will be made at once.

The steamer F. E. Spinner, formerly the Quebec, will be sold at Buffalo by the United States marshal November 20, at 11 a. m. Libels have been filed against her to the amount of $30,000.

Captain S. E. Chatterton was appointed master of the iron tug Theseus, sold by David Bell to Cairo parties. He will take her to Chicago, whence she goes by Illinois canal to the Mississippi.

Captain James Ash received a dispatch saying that his schooner, the Ironton, which went ashore at L'Anse, Lake Superior, last Saturday, was off, and on her way down with steam pumps on board.

The master's license of Captain Albert Greenley has been revoked by the local government inspectors for failing to report the loss of the Chamberlain in due time, that an investigation might be made.

The revenue cutter Manhattan, reported foundered, arrived at Boston on the 7th with all safe on board. She sustained some slight damage by the storm, but has been repaired and left there for New York shortly after noon.

In spite of the many rumors to the contrary the Lehigh authorities state that there is no movement to increase the company's fleet or her docks in any up lake port. A rail trestle, of about 50,000 tons capacity, is being built at Chicago.

Schooner Ketchum, which went ashore at Morgan Point, above Gravely Bay, has been released. Smith, Davis & Co. have told Carter Bros., of Port Colborne, to look after the wreck. Her steering gear is gone, and other damage is done to her.

There is considerable complaint of shortages in Duluth grain cargoes. The propeller H. E. Packer was short last trip 70 bushels on a cargo of 25,000. It is estimated that the Duluth shortages are fully 60 per cent over those from Chicago.

The scow that was sunk in the Erie basin and has been a menace to passing vessels ever since she went down, has been towed out of the basin by tugs and deposited in shallow water near the wreck of the Rocket, beyond the lighthouse pier.

The Leviathan has returned with the outfit of the schoener Lafrinier, including chains, anchors, sails, running gear and standing rigging left intact on the fore and mainmast. The vessel's stern to mainmast is gone. She is a complete wreck.

The tug L. Q. Rawson, while near Sleeping Bear Point, broke her piston rod, crosshead and cylinder. She drifted about helplessly several hours until discovered by the tug John Smith and towed to Frankfort, where she will be repaired.

The propeller Ste. Marie while unloading lumbermen supplies for Cook's camp, thirty-six miles above Whitefish Point, was caught in Wednesday's gale. She dragged her anchors and at present is high and dry on the beach.

Captain William Stalker, wheelsman on the propeller Nebraska, while oiling the teller shiers was caught by the head and jammed against a stanchion. Both cheek bones were crushed, from the effect of which he died. He shipped in Buffalo and resides in Canada.

The northern lakes district for the past year makes the following showing in the report of the general steamboat inspector just issued: Steamers inspected, 1,331; net tonnage, 273,609 07; officers licensed, 5,703. The Atlantic district is the only one which exceeds the lake district in the amount of business transacted.

Captain Harry May, of the barge Transport, was awakened last Thursday night by three burglars in his cabin, who had come after a large sum of money he had with him. One stood over him with a revolver and demanded his money. The captain jumped up and struck the burglar in the stomach, stunning him. While the captain was giving the alarm the burglars escaped

Beginning November 15 trip rates on grain will be as follows, as agreed by the Chicago board of marine underwriters: To ports on lake Michigan, 75 cents per $100 net; Lake Superior, $1.75; Lake Huron, Sarnia and Detroit River, $1.25; to Georgian Bay, $1.50; Lake Erie, $1.50; Lake Ontario, $2; Ogdensburg, $2.15; Montreal, $3.

OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, Nov. 9, 1886

To the Editor of the Marine Record:

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended Nov. 7, 1886:

Official Number.	Signal Letters.	Rig.	Name of Vessel.	Tonnage. Gross.	Tonnage. Net.	Home Port.
			SAIL VESSELS.			
3 359	.....	Sc.	Beatrice,	14.09	13 30	Crisfie'd, Md
126,392	.....	Sc.	Centre Fire,	8.82	8.38	Yorktown, Va.
135.909	.....	Sc.	Fmma McKenzie,	14 07	13.37	Onancock; Va.
116.130	K D N Q	Bkn.	S. M. Castle,	... ...	.....	San Francisco, Cal.
116.131	.....	Sl.	Sunnyside.	7 00	6 65	Bridgeport Conn.
145 436	.....	Sc	Two Brothers,	18 32	17 40	Camden. N. J.
81.134	.....	Sl.	William H. Roe,	17.61	16 73	New York, N. Y.
			STEAM VESSELS.			
126.393	.....	St p.	Chipola.	32.07	32 07	Apalachicola, Fla.
120.661	.....	St. s.	F. H Grove,	26.31	13 40	New York, N. Y.
95 897	.....	St. yct	Hermione,	10 70	5.35	Rochester, N. Y.
76.654	.....	St. p	Johh M. Cole,	318 41	217.37	Charleston, S. C.
140.853	.....	St.	Lillie,	23 30	.....	Mobile Ala
91 881	.....	St. yct.	Martha,	10.70	5 35	Mew York, N. Y.
116.129	.....	St. s.	Susie Magwood	19 05	9.53	Charlest n, S C.
			UNRIGG'D VESSELS			
47,130	.....	C. Bt.	Katie E. Jamison,	112 87	108.27	Buffalo, N. Y.
31.162	.....	C. Bt.	Mary A. Jamison,	114.34	108 63	Buffalo N. Y.

JARVIS PATTEN Commissioner of Navigation.

The claim of $3,000 made by the tugs for releasing the propeller W. B. Hall, which went on Rose's Reef a few days ago was resisted by the insurance companies, who declaired it to be extortionate. When a libel of the boat was threatened the companies proposed to bond her and stand a suit. But all parties apparently thought best to adjust the claim and it was settled for $1,200.

The Canadian Government warns mariners of the existence of a danderous reef in Georgian Bay. It is covered by eleven feet of water, and lies in Clapperton Channel on the north side of Manitoulin Island, on a straight line between the Clapperton and Manitoulin lightbouses, four and five-sixths nautical miles from the former and seven and a half nautical miles from the latter lighthouse.

GREAT STORMS PREDICTED.

Prof. Foster, the meteorologist, will publish his prediction of a great storm period extending from December 1st to 17th, during which will occur some of the most destructive winter storms of recent years. These storms will be much of the same nature as the great blizzards of last January. He avers that high winds will greatly impede railway travel, and he advises the railways to prepare for blockades that will occur in the western states about December 5th, and reach the eastern states December 9th. This storm will break the drouth in the south eastern states. There will be great electrical disturbances that will effect telegraph and telephone lines. He suggests that many lives and much property can be saved from loss by making preparations for the severe weather of this storm period.

RECORD OF VESSEL PASSAGES.

PASSED DETROIT.

DETROIT, Nov. 11.—Passed up, morning—Tioga, Castle and schooner Negaunee, barge A. L. Hopkins, tug Colton, schooner Unadilla, and barges Wm. Raynor, Reindeer, barge D. F. Rose, propeller Arizona, tug Swain and barges, Nelson Bloom, Plymouth, Ballentine and schooner Harvey Bissell, Record and three barges, steambarge Continental and consort, Mackinaw, Columbia, tug Peter Smith and four barges.

Afternoon—Propeller Wm. Chisholm and schooner G. H. Warmington, propeller Waverly, and schooner P. S. Marsh, steambarge City of Rome and consort, D. C. Whitney and consort, propeller W. J. Averill, barge Don M. Dickinson and four barges.

Morning, down—Barge Geo. Spencer and consort, City of Grand Traverse, Birckhead and three barges, Rhoda Emily and consort, tug Cushing and schooner Owasco, barge Progress, Salina and three barges, propeller Saginaw Valley, schooner Corsican.

Afternoon—Steambarges Eighth Ohio, Kalkaska, tug Haight and schooner Lizzie A. Law, schooner Wm. Shupe, barge A. L. Hopkins, Scotia and schooner Craftsman.

DETROIT, Nov. 12—Passed up, morning—Barge Fred Kelly, Terry, O. D. Conger, tug Miner and barge Shawnee, barge W. H. Barnum, tug Colton and schooners R. B. Hayes, Myosotis, barge Argonaut, tug Roy.

Afternoon—Steambarge George King and three barges, tug Jessie and schooner Homer, Cushing and schooner L. S. Hammond, propeller Russia, steambarge H. S. Hubbell and three barges.

Morning, down—Tug Castle and schooner Erastus Corning, propellers New York, J. H. Devereux, Havana and consorts, tug Colton and barge Sea Gull, Cushing and schooner Penokee, tug Roy, steambarge Oscar Townsend and consort, D. F. Rose.

Afternoon—Schooner Watertown, barges Alpena, City of Concord and consort, schooner M. J. Cummings, propeller Newburg, and schooner Southwest, tug Swain, propeller Colorado.

DETROIT, Nov. 13.—Passed up, morning—Barge S. C. Baldwin and four barges, tug Swain and schooners A. M. Peterson, Montana, steambarge Geo. L. Colwell and three barges, tug Hercules and schooners F. D. Barker and L. Seaton, Kittie Haight and schooner John O'Neill.

Afternoon—Barge Calumet, tug Wilcox, and schooner Pensaukee, Halsted, barge D. M. Wilson and consort.

Morning, down—Barge Republic and consort, W. L. Wetmore, consort, and schooners Geo. Sherman, C. H. Johnson.

Afternoon—Propeller Arctic.

DETROIT, Nov. 14.—Passed up, morning—Tug Colton, schooner Itasca and barge John Ritchie, steambarges Siberia, Superior and consort.

Afternoon—Tug Moore and schooner Angus Smith, schooner L. L. Lamb, barge Oscoda, tug Oswego and schooner Arthur, Reed Case, barges Kalkaska, Escanaba, Allegheny and barge.

Forenoon, down—Barge H. S. Pickands, propeller Boston, barge V. Swain.

Afternoon—Barge Ed. Smith and four barges, propeller Lycoming and schooner Annie Sherwood, tug Porter and barges Waubaushene, River Queen, barge O. J. Hale and schooner St. Lawrence, propeller Commodore, tug A. J. Smith and three barges.

PASSED PORT COLBORNE.

PORT COLBORNE, Nov. 11.—Passed up—Steambarge W. J. Averill, Ogdensburg to Chicago.

PORT COLBORNE, Nov. 12—Passed up—Schooner Samana, Oswego to Toledo; steambarge Lincoln and Lisgar, Kingston to Toledo.

PORT COLBORNE, Nov. 13.—Passed up—Steambarge Clinton and consort, Kingston to Toledo; steamship W. L. Frost, Ogdensburg to Chicago; W. A. Haskell, Charlotte to Chicago.

Down—Schooner A. J. Rogers, Toledo to Ogdensburg.

PORT COLBORNE, Nov. 14.—Passed down—Propeller Scotia, schooner E. P. Beals, M. J. Cummings, Watertown.

Arrived up—Schooner Oliver S. Mitchell.

THROUGH THE STRAITS.

MACKINAW CITY, Nov. 11.—Down—Propeller J. H. Devereux, last night.

Morning, down—Propeller Colorado.

Afternoon—Propeller Vanderbilt.

Morning, up—Schooner Geo. C. Finney, tug Leviathan.

Afternoon—Propeller Albany.

MACKINAW CITY, Nov. 12.—Morning, down—Propeller Boston, schooner St. Lawrence.

Afternoon—Propeller Peerless.

Morning, up—Propeller Harry E. Packer, John Pridgeon, Thos. W. Palmer and consort.

Afternoon—Queen of the West.

MACKINAW CITY, Nov. 13.—Down, nothing.

Afternoon, up—Propeller Milwaukee and schooner Thos. L. Parker.

MACKINAW CITY, Nov. 14.—Morning, down—Propeller Ira Chaffee and two barges, and T. S. Faxton, schooner Colonel Cook, Columbia.

Afternoon—Propeller Rochester, Oceanica.

Morning, up—Propeller Wm. J. Averill, Arabia.

Afternoon—Fred Mercur, Starucca, and Oneida.

THROUGH THE SAULT.

SAULT STE MARIE, Nov. 11.—Forenoon, down—Propeller City of Duluth.

Afternoon—Propeller City of Montreal, steambarge Tacoma.

Morning, up—Tug Sweepstakes, steambarge Colonial, schooner Specular.

Afternoon—Steambarge Kasota, schooner G. W. Adams, propeller Empire State, steambarge Annie Young, propellers United Empire, China.

Arrived up, afternoon——Minnie M.

SAULT STE MARIE, Nov. 12.—Morning, down—Propeller C. Tower, Jr., Arctic, steambarge M. Swain, propeller S. F. Hodge, steambarge Huron City, propeller B. W. Blanchard.

Morning, up—Propeller China, steambarge S. J. Macy.

Afternoon—Propeller St. Paul, steambarge A. Everett, schooners Sophia Minch, H. J. Webb, steambarge Australasia, and schooner Polynesia, steambarge Spokane, schooner M. E. Tremble, steambarge Nebraska, schooner Planet.

SAULT STE MARIE, Nov. 13.—Morning, down—Propellers Ontario, Canada.

Afternoon—Steambarge R. J. Hackett, schooner Susan E. Peck, propeller Campana, steambarge Minneapolis, schooner Wm. McGregor, propeller City of Owen Sound, Idaho, steambarge Colonial, schooner Specular.

Morning, up-Steambarge Columbia, propeller Arizona.

Afternoon—Propeller Peerless, and steambarge Wm. Chisholm, schooner G. H. Worthington, tug Mystic, schooner S. H. Kimball, steambarge Continental, schooner Magnetic.

SAULT STE MARIE, Nov. 14.—Morning, down—Steambarge Cormorant, and schooner Richard Winslow, tug Sweepstakes, schooner Ironton, steambarge Iron Age, propeller St. Louis.

Afternoon—Steambarge Jim Sheriffs, and schooner Pathfinder.

Forenoon, up—Steambarge Fred Kelly, City of Rome, schooner Red Wing, propeller Russia.

Afternoon—Propeller Badger State.

[Continued on 5th page.]

PERILS OF OUR INLAND SEAS.

"I would rather cross the ocean twenty times, at this season of the year, than make one trip from the St. Lawrence river to Chicago on the lakes," said Captain Ira Brown, an old Lake Erie skipper. "The annual loss of life and property on the lakes is proportionately very much greater than it is on the Atlantic ocean, and you may always expect to hear of disasters on the great lakes following the reports of every severe storm. Lake skippers will take risks that would appal the bravest ocean sailor. They will start from port with vessels that are hardly seaworthy in the calmest weather, and more of them are afloat during the most dangerous part of the year than during any other time. This is because the months of October and November are the most profitable to vessel owners, cargoes then being plenty and freight rates higher.

"Grain shipments are livelier as the season draws to a close, and every vessel that will float can command a cargo. The sailing season is very short on the lakes, as it is late in the spring before the ice embargo is removed, and early in the winter when it again closes navigation. The skipper's desire is to take advantage of every hour of his time, and, notwithstanding the fact that he is liable to be overtaken at any moment by storms of great violence, he takes no precaution that will subject him to the least delay in port.

"This reckless disregard for life and property enlisted no interference on the part, even, of skippers, who are the parties most interested, until a few years ago, when a movement was made to have inspectors appointed by the Government to examine the vessels in the grain trade of the lakes. But from all accounts, there are still many worthless hulks plying between Oswego and Chicago.

"The dangers of lake navigation are so great that even the staunchest vessels are frequently unable to escape them. Storms sweep over lakes without any warning. The November storms on Lake Erie are frightful, and the sailors depend to a great extent on landmarks as guides in navigation. The blinding sleet that nearly always accompanies the storms obliterates these marks sometimes for days, and, as the sea room is limited, vessels caught in these storms are in constant danger of going to pieces either on the rocky shores or on some of the islands that stud these inland seas.

"Lake Ontario's shores are especially menacing to lake craft during storms, but, fortunately, this lake is not so liable to be swept by gales as some of the others in the chain. If a vessel heaves to in a storm it is certain to be drifted ashore; or if it runs down the lake toward the St. Lawrence river it is endangered by the many islands that abound there.

"Many skippers have wrecked their vessels in the risky effort to make Oswego harbor in a storm. The entrance to this harbor is very narrow, and the vessel that is steered for it and does not make it is almost certain to go to pieces on the rocks under Fort Ontario.—*Port Arthur Sentinel.*

COMMERCE ON THE LAKES.

The magnitude of the internal commerce of the United States cannot be comprehended if it can be computed. The discovery was made during a discussion on the river and harbor bill, in a recent session of congress, that the commerce that passes through the Detroit river exceeds in tonnage that which passes through the Mersey to and from Liverpool, the greatest maritime center in the world. This tonnage is growing at a rapid rate, as the great northwest country is wrested from its wilderness condition and becomes the home of a vast population. Nothing exhibits this more clearly than the tonnage which is registered at the St. Mary's Falls canal. In the year 1884 the tonnage which passed through the canal was 2,847,557 tons of freight. The gain in 1885 was regarded as phenomenal, but this year it will be greater by several hundred thousand tons, as it has already reached a total far in excess of last year's business, and with over a month's time to swell the aggregate. The Sault ste Marie Democrat states that the Canadian propeller Myles, which was through the canal on the 28th ult., at 2:40 a.m. carried a cargo that brought the total freight tonnage through the canal up to 4,000,000 tons for the season to that date. It does not need to be said that this is but a comparatively minor part of the commerce of the great lakes, but the figures reveal the rapidity of the increase, and points to the fabulous possibilities of the future, which will make the commerce of the inland seas of America equal that of the Mediterranean. Those who assert that the United States has no commerce prove that they have overlooked what is going on at home while sighing for other worlds to conquer.—*Duluth Herald.*

The schooner C. R. Jones had no wet grain, but suffered from grain out of condition. It is said that there is a lot of bad grain in elevator at Chicago which is occasionally worked into a vessel without the owner's knowledge, by what is claimed to be the aid of the Chicago agent. When the vessel gets to Buffalo there is not only an extra shoveling charge, but the grain being light weight the cargo figures up much less than the vessel ought to carry. The C. B. Jones had according to weight 4,000 bushels less than she ought to carry. She was also 38 bushels short.

Captain Robert Drury, last mate of the propeller Fountain City, has been appointed master of the propeller D. M. Wilson.

During the past summer the steamer Maynard carried 16,261 passengers on her route between Alexandria Bay and Cape Vincent.

During the coming winter the S. L. Tilley will be lengthened at Port Dalhousie. The work will be done by Mr. S. Neelon.

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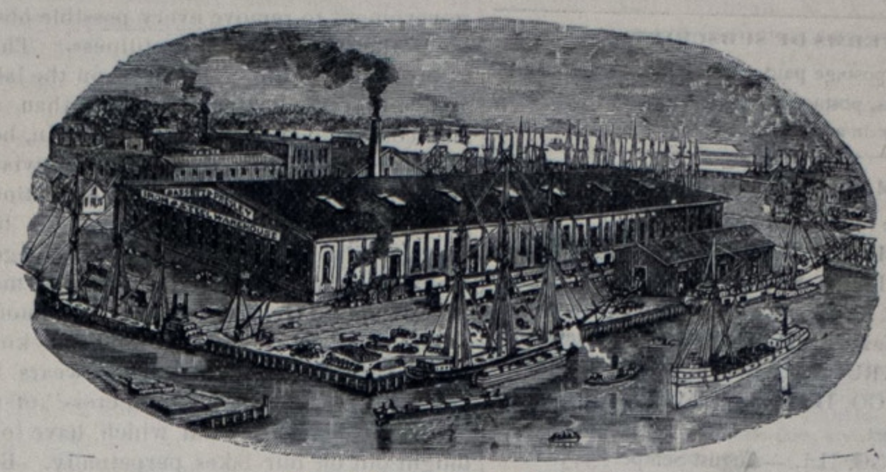

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Commencing Sunday, May 30, 1886 at 5 o'clock p. m the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*2 55 A M	*8 05 A M
No 8, N Y, B & A Express	*8 25 A M	*8 50 A M
No 26, Elyria Accommodation	†7 45 A M	
No 24, Buffalo Ac'm via Sandusky	†10 30 A M	†10 45 A M
No 24, Toledo Accom via Norwalk	†10 30 A M	†10 45 A M
No. 10, New York & Boston Ex	*11 40 A M	*12 noon
No 12, N Y & B Fast Express	*2 10 P M	*2 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	
No 26, Conneaut Accommodation	†4 25 P M	

Westward.	Arrive	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 25 A M
No. 23 Cleveland Express	*2 15 A M	
No 3, Chicago Express via	6 00 A M	6 30 A M
No 25, Mich Accom Norwalk		†6 30 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	*10 45 A M	*10 50 A M
No 9, Chi Pac Ex via Norwalk	*6 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only		†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	

Sunday train for Nottingham—Depart 8:45 a. m and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

A local Cleveland and New York sleeper daily on No. 12, leaving Cleveland at 2.45 p. m.; arrive Grand Central depot, New York, 10 30 a. m.

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Following is the time in effect April 25, 1886, and until further notice:

EASTWARD.	Arrive.	Depart.
Buffalo Passenger	*10 40 A M	*10 45 A M
Chicago Passenger	*9 00 P M	
Local Freight	* 4 40 A M	* 5 45 P M
WESTWARD.	Arrive.	Depart.
Chicago Passenger		*6 45 A M
Fostoria Passenger	*4 46 P M	*4 51 P M
Local Freight	* 5 00 P M	* 5 50 P M

ROCKY RIVER ACCOMMODATION.
Depart—*7:40 a. m., *1:35 p. m.
EUCLID ACCOMMODATION.
Depart—*6 24 a. m., *9:10 a. m., *5:05 p. m.
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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, OHIO, THURSDAY, NOVEMBER 18.

THE LIFE SAVERS.

Many people are under the impression that the crews of our life saving stations on the lakes have not so many dangers to face as the men who man the lifeboats on the Atlantic, the Pacific, or the Gulf of Mexico. That this is a mistake a glance at any of the tabular statements in the annual reports, published by the treasury department with regard to the life saving stations of the United States, will show at once. Take, for instance, the report for 1884. The tabular statement showing the number of shipping casualties on the whole Atlantic and Gulf seaboard during a period of ten years occupies about fourteen pages; that concerning the losses on the Pacific coast fills two pages; while the table showing the casualties on the lakes occupies half as much space as is devoted to casualties on the Atlantic, and three times as much as the report of the disasters dealt with on the whole Pacific coast. The officer in the "Pirates of Penzance" sings that the policeman's lot is not a happy one. Much more truthfully and dolefully could an officer of our life saving stations declaim that his life is anything but one of inglorious ease.

However extraordinary it may seem, the seas that sweep across the lakes are more to be dreaded than the league-long rollers of the oceans. On the Atlantic they have ample room and verge enough to exhaust themselves; but on the lakes they have never far to travel in front of a driving wind before they strike the lee shore, and then comes a rebound, which, meeting the incoming waves, throws up a wild cross sea that is the especial dread of the sailor, however expert he may be in his dangerous avocation. Again, on the great ocean coasts, in the winter time, the life savers have little to fear from ice. The ceaseless roll of waves, from continent to continent, will not permit the congelation of the waters. It is very different on the lakes, where ice forms rapidly inshore after a hard frost, and adds to the dangers which the crews of the life saving stations have to encounter. Many and many a time the "sweet little cherub" that is popularly supposed to sit up aloft to protect the life of poor Jack would have had to cut a very poor figure in his benevolent occupation if it had not been for the gallant assistance rendered by the life saving crews of the lakes. In all winds, through all rough, tumbling seas, these noble fellows are ready, at the first sound of the signal gun of distress, to leap from their warm bunks, hurry on their tarpaulins, and take their places in the lifeboat that is to carry succor to the drowning men. When the nor' east blizzard is blowing with fierce and cutting cruelty, when great blocks of ice are grinding with the noise of distant thunder against the fatal lee shore, then is the time to test the grit of any man who proposes to proceed upon the lakes at the instant cry of distress upon the waters. Yet it is in such weather, and under such stern circumstances, that our life saving crews have to do their duty. All honor to them! Their's is no sinecure.

While the crew of each of the twenty odd life saving stations on the chain of lakes perform their work with most commendable promptitude and excellence, man's abilities are, after all, limited, and it is the duty of the government to remove every possible obstacle to their capacity for usefulness. There is, probably, no life saving crew on the lakes which deserves better treatment than the men commanded by Captain Goodwin, here in Cleveland. Their record is an enviable one, and their chief has the exceptional honor of having every man under him adorned with the gold medal which the government awards for saving life. It must afford Captain Goodwin an immense amount of satisfaction to look around and know that every man of his crew wears beneath his jacket the "Victoria cross" of the battles by sea and wind which have to be fought out on our lakes perpetually. But, on the theory that the very best possible should be done for our life saving stations, it is well to call attention to the objectionable position of Cleveland's life saving station. It is not fair to such a man as Goodwin, or to such a crew as he commands, that the treasury department of the United States government has not removed the Cleveland station to a more suitable position than it now occupies. At present, in getting out their life boat and life saving apparatus, the crew have to labor under a most formidable disadvantage—a disadvantage which is really an invitation to loss of life, at the very doors of Cleveland. Where the station exists now the life boat can not be at once launched. There is a railway trestle bridge to be crossed, and to cross it the life boat has actually to be hoisted on a truck and drawn by horses to the east side of the river, on such an uncertain foothold as a trestle bridge—and a one track bridge at that(a fact which, from the possibilities of a railway smashup, of everything, men, horses, and life saving equipments, makes matters still more serious)—affords under the most favorable circumstances. Cleveland's life saving station ought to be on the east side of the river, near the site of the old lighthouse. It is a positive crime to have not only the crews in distress at sea, but the men who ought to be furnished with the most perfect facilities for getting to their rescue in the very shortest space of time, when every second lost may cost despairing human beings their lives, placed in jeopardy by the intervention of this narrow single-track trestle bridge. The firemen of our cities have no railway trestle bridges placed in front of their stations for their horses to gallop over, in fair weather or foul, with a clear track or a black track, a firm track or one covered by ice. Yet, the lives of our seafarers are just as valuable to the community as those of the dwellers in houses on land.

We call the attention of the department of the federal government that has charge of the life saving stations to the absolutely humane necessity there is of giving the port of Cleveland a life saving station in the most advantageous position possible for carrying out the serious work for which life saving stations are intended. That warm friend of the United States life saving station, Ex-Senator Cox, if he ever gets re-established in office, should advocate the immediate removal of Cleveland's life saving stations to a better place.

LIEUTENANT COMMANDING Z. L. TANNER, of the United States Fish and Fisheries Commission, has informed Passed Assistant Engineer Baird, U. S. N., that his newly-invented distilling apparatus has been thoroughly tested, and has accomplished all that its inventor claimed for it. It distilled seventy gallons an hour of water which was found to be free from oily taste and fit for immediate use. The invention may not be of much use to the mercantile marine of the lakes, but it will prove of great value to ocean seamen who are not blessed, like their lake brethren, with an unlimited supply of as pure and wholesome water as flows upon the surface of the globe. In ocean traveling there is always the possible contingency of fresh water giving out, and in certain parts, such, for instance, as along the Gulf of Mexico and the Central American seaboard, it is not always possible to procure water that is pure enough to make certain maladies impossible among ships' crews who have to drink it because they can get no better. Engineer Baird's invention, therefore, of apparatus by which water under all circumstances may be quickly and copiously distilled, as well as properly aerated, is a boon of no small value to the mercantile and naval marine whose duties have to be performed on the salty ocean.

A NEW DEAL.

For several weeks past negotiations have been in progress between leading Detroit capitalists and the Baltmore & Ohio railroad looking to the development of a scheme to control a share of the Lake Superior business. A move of some sort had been anticipated in railroad circles, but it was expected that it would be work d from the Chicago terminus of the road northward. The line eastward from Chicago, however, has been unduly burdened with traffic, and the scheme involved a plan by which some relief would be afforded.

About two weeks ago Jesse H. Farwell and Thomas Adams, of Detroit, visited Baltimore and had a conference with Vice President Spencer, of the B. & O., which resulted in the Detroit parties submitting a proposition to place a line of propellers between Duluth and Sandusky or Cleveland to run in connection with the Baltimore & Ohio. It was shown that by this plan the haul by rail from points in the northwest covered by their connections would be shortened about 150 miles. Mr. Spencer was very favorably impressed with the scheme, and a conference among the managers resulted in their deciding to establish such a line.

Friday Orland Smith, third vice president of the Baltimore & Ohio, arrived in Detroit and had a lengthy conference with Messrs. Farwell and Adams. Mr. Smith said that while it had not been definitely settled that the company would accept their proposition to enter into a pro rata arrangement, they would without doubt make their freight connection with Duluth in the manner indicated if they had to build their own boats and maintain them. However, they preferred, on the whole, to work in connection with Farwell and Adams and their associates if the detail, could be arranged satisfactorly. Mr. Smith said that the boats would be used as feeders for their Pittsburg line, but having a running arrangement with the Northwestern railroad at Fairport, O., the connection will probably be made at that point in preference to Sandusky or Cleveland, which are now their principal receiving points on Lake Erie. The establishment of the line will necessitate the construction of a couple of iron propellers, each with a capacity of about 2,000 tons. The arrangements with Farwell and Adams will in all probability be consummated, but in any event the line will be established.

[*Around the Lakes Continued from 1st Page.*]

Susquehanna, built by the Lake Erie Boiler Works, were inspected and found all right. She began loading coal for Chicago, and will get away Wednesday. James R. Todd commands her.

Monday night a libel was served on the steamer Simon Langell. The claim is for $5,100, damages, alleged to have been sustained by the owner of the Sweetheart, through the breaking of a season towing contract, and for unnecessary delay at Port Huron. Bonds were given and the Langell was released. She was ready to leave with her consort when the libel was served. The barge Wenona will not leave the port again this fall. The only other vessels laid up here are the steamer D. W. Powers, schooner D. S. Austin, and barge T. H. Orton.

Steambarge Huron City, with all her troubles, has made a very creditable passage from Ashland to this port, said to be four and one-half days. I am unable to say how many days it took her to go up. WM.

ESCANABA.

A marine mystery seldom heard of is reported from Escanaba. Saturday morning Captain Colman, of the schooner Moonlight, reached that port and reported sighting a large vessel on Whale's Back reef flying a signal of distress. The tug Delta went out and found the schooner Ishpeming, coal laden, and towed her to Escanaba. The yawl was gone and there was no one aboard, the crew having abandoned the vessel without even waiting for their dunnage. The vessel was not damaged and has not leaked a drop since she was released. Nothing has been heard from the crew. About the only solution of the mystery that suggests itself is that the crew left the vessel after she struck the reef to obtain assistance and are either drowned or have not made their whereabouts known. The port that they would be most likely to go to is Escanaba, but as the wind was blowing strong from the northward they may have gone to Menominee or some other point on Green Bay. If they have reached Menominee it is possible that they secured a tug and are even now looking for the vessel.

FRANKFORT.

Special to the Marine Record.

The fine imposed by the government on tug John Smith sometime ago for not having her official number carved on her beam has been remitted. BURMEISTER.

DULUTH.

Special to the Marine Record.

I think that the quickest dispatch unloading and loading, probably, ever done in a western lake port was done here on Saturday and Sunday last. The John F. Eddy commenced to discharge 1,600 tons of coal at 11 a. m. on Saturday. Her consort, the John Shaw, commenced discharging 1,650 tons of coal at 7 a. m. Saturday, and the tow left here 120,000 bushels of wheat at 7 p. m. Sunday. Captain John Shaw, managing owner, was here and says that this beats the best record ever made, he thinks. He was much pleased at the way the work was done here.

Our season is rapidly drawing to a close. We will have about eight million bushels of wheat in store at the close of the season, and could use a couple of million vessel capacity to store and deliver in the spring if we could get it. Vessels would make more money to lay up here this winter than in any other harbor on the lakes.

I think before the end of another season we will have a drydock here, which will be a great assistance to our port, and will induce more tonnage to come here in the fall of the year.

Wheat freights remain firm at 8 cents to Buffalo. * *

LUDINGTON.

Fears are expressed here that some unknown vessel has met with disaster abreast of this port. All day wreckage has been washing ashore and the patrol at the life saving stations has accumulated a pile of life preservers, cabin windows, shutters, planks and other debris of a similar character. Each piece of wreckage has been carefully examined, but there are no marks by which the vessel from which it came can be identified. Captain Tufft, keeper of the station, is keeping a close lookout along the beach for bodies. He says it is hardly possible that the wreckage could have come from the Ellen Spry or other wrecks that have been reported as the wind has not been in the right direction to drive the wreckage so great a distance. No vessels belonging to the Ludington lumber fleet are known to be missing.

PORT COLBORNE.

On Sunday last and for several weeks past, vessels and steamers have been locked through the Welland canal. The Sabbath observance society have prosecuted those who have taken advantage of the opportunity offered, and every man on board of the several craft has been fined. The result is that last Sunday a large fleet of vessels had to remain over Sunday, no tugs being willing to tow them through unless their fine would be paid by the craft towed.

SAULT STE. MARIE.

The propeller Japan, bound down, was delayed here twenty hours with a broken crank. Temporary repairs were made here. One lighter load, about fifteen thousand bushels, was taken off the steambarge Hope. The wheat is being housed here. In all probability it will require the lightering of ten thousand bushels more to release her.

The buoys on the Sault River are being taken up.

The wreckers on the schooner City of Sheboygan have abandoned the wreck for the winter.

ST. IGNACE.

During a terrible gale and snowstorm the schooner P. S. Marsh, loaded with coal, ran on the beach, just inside Graham's Point. The captain signalled at 10 o'clock this morning that she would soon go to pieces. Help has been sent for, but it will be impossible to do anything to help the vessel to-day on account of the big seas to which she lays broadsides to, and which are momentarily growing larger. Another schooner is ashore across the Point, four miles from here.

OSWEGO.

The steambarge Belle Wilson, bound from Belleville to Oswego with barley, went ashore in a storm, five miles west of this port, Sunday morning. The crew were saved, after terrible suffering. The steamer is only five years old. She is owned at Picton, and is valued at $10,000. The cargo is owned by Downey & Company of this city. Efforts will be made to release the boat as soon as weather will permit.

ALPENA.

The barge Charles Hinckley, loaded with railroad iron, is ashore near Ossinkee and pounded heavily on the beach. The tug Effie L. from here has gone to her rescue. The bay is full of boats, but they are too far to be distinguished.

MILWAUKEE.

A Minorville, Wis., special says the crew of the schooner Ishpeming, which was found deserted on Whale's Back, Green Bay, on Saturday, have turned up all right. They left Menominee for Chicago by rail.

BAY CITY.

Special to the Marine Record.

The iron tug Record and tow left the river Sunday to load lumber at Oscoda for Buffalo, where they will winter.

Very few boats have been in the river during the week, owing to their being windbound at Port Huron and Sand Beach.

The propeller Island Belle, belonging to James Roberts, has been laid up for the season.

Captain DeLand has taken the machinery out of the steamer Col. I. Camp. The hull will be converted into a small hooker.

F. W. Wheeler has added a set of Bartlett & Co.'s steam donkey engines to his shipyard outfit for hauling timber into place while building the immense new steambarges now under way at his yard.

The steamer Ossifrage has been laid up for the season.

The steamer Metropolis, of the Shore line, has been laid up for the season, having made her last trip on Tuesday. The propeller Arundel now takes the up town freight, which at this time of the year is enormous, the steamer being about three cargoes behind.

Steamboat Inspector Asa R. Cole and Captain E. Fitzgerald, of Port Huron, were in the city during the week on business.

Captain James Davidson, owner of the extensive shipbuilding plant at West Bay City, has under way two of the largest wooden steamships afloat. Their dimensions are as follows: 302 feet keel, 40 feet beam and 24 feet depth of hold. In the construction of these monster vessels Captain Davidson is introducing a new idea, which, together with the finest of timber, insures the greatest possible strength attainable in a wooden steamship. The improvement consists of notching five strakes of bilge keelson onto the frames two inches, the entire frame being arched and diagonally iron strapped with extra heavy plates, edge-bolted throughout. The hulls, when completed, will undoubtedly be the best constructed ever put upon the great lakes. The propelling power for the first one of the steamships will consist of a triple expansion compound engine, built by Samuel F. Hodge, of Detroit, the cylinders of which will be 21x32x54 with a stroke of 42 inches. This will be the first of the kind ever built on the lakes, and its working will be watched with interest. Steam will be supplied from an Otis steel boiler, of the Scotch type, ¾ of an inch thick, 10 feet shell and 11½ feet long, and will be allowed a working pressure of 160 pounds, this boiler being made by the Lake Erie Boiler Works at Buffalo. The second steamship is of the same dimensions exactly, and will be propelled by a fore and aft compound "improved" from the celebrated works of H. G. Trout, of Buffalo, who also furnishes wheels for both boats. The cylinders of the engine are 30x54 with 45-inch stroke, all parts being made very heavy. The boiler, a fire box one, made by Riter Bros., Buffalo, will be of steel, ¾ inch thick, 8½ feet diameter by 17 feet long, with a working pressure of 100 pounds. Captain Davidson's idea in getting different engines in his two boats of the same dimensions, is to determine which is the most economical of the two, both firms claiming great results from their respective machines. Both steamships will be furnished with a Providence windlass from the American Ship Windlass Co., which is acknowledged to be the most perfect machine now in the market. Both steamers will be ready for business upon the opening of navigation in 1887.

SHAW.

EAST SAGINAW.

Special to the Marine Record.

Captain Harry May, of the barge Transport, of Cleveland, now lying at C. H. Eddy & Son's mill, opposite this city, was awakened Wednesday night last, by a man holding a revolver at his nose, and saying, "I want your money." The skipper, though somewhat frightened, did not lose his head, but without making a reply to the intruder, jumped from his berth and knocked the burglar in the stomach with his head, sending him sprawling on the floor. As he noticed two other men in the cabin who evidently were coming to the assistance of the first, Captain May, thinking discretion the better part of valor, did not stop to argue the question against the three, but making a quick turn, ran out onto the dock and into the mill yard and shouted lustily for a police, but as the barge was across the river, no assistance could be called at once. The female cook was awakened by the noise, and thinking the world had turned upside down, made a break for the lumber piles, clad in ghostly apparel and disappeared in the darkness. After making a hasty search through the cabin the three men jumped into the barge's yawl and rowed over to this side of the river, where they disappeared. Captain May says he hired two men at Bay City Wednesday who claimed to have been employed on the Arundel. They met the captain in Cornell & Stafford's tug office in the evening, and asked for a little money. It is supposed they noticed the well-filled purse, and took the above means to secure it. However, they got left.

The tug Tom Dowling, owned by Moiles Bros, had a narrow escape from total destruction by fire on Thursday night. The tug towed the barge R. Martin to Bay City in the afternoon and on her return, when near Grant's mill, about three miles below this city, she was discovered to be on fire. An alarm was at once sounded by means of that everlasting Mocking Bird whistle, which has made that tug notorious in this vicinity, and the fire tug Handy Boy came to the rescue and soon subdued the flames. The entire upper works were destroyed and her engine badly damaged. She was towed so this city, where repairs will be made during the winter. The damage is between $3,000 and $4,000; insured for $2,500.

Mr. Thos. H. Cahoon, a prominent vessel owner and lumberman, of Cleveland, was in the city during the week, looking after his interests.

B. H. Muehle, of Detroit, assistant engineer of river and harbor improvements, is in the city looking into the contemplated new work to be done in Saginaw river in the spring.

Captain Robert Medler and wife will spend the winter in Tuscola county.

Captain Arthur Barnard has laid up his yacht Pilgrim for the season, having become disgusted with his last trip up the river, when, out of a party of fifteen gentlemen, only one small fish about three inches long, was "the catch." SHAW.

PORT HURON.

Special to the Record. Marine

As the tug W. R. Cushing was towing the schooners Siegel and M. F. Merrick up the river, she ran aground in Sarnia Bay and got a line in her wheel, and was detained about five hours. Captain Archie will do harbor towing at this port and has placed the agency in the hands of E. J. Kendall, who will look after her in good shape and see that the Kitty Haight has company from this out.

The hull of the ferry steamer Sarnia is in Dunford & Alverson's drydock being overhauled and converted into a floating cooper shop for the use of the Salt Block, along St. Clair river.

There were about forty boats, vessels and steamers, wind-bound here, and the captains made the Albin house their head quarters, and played seven-up. Captain Pelton is the boss, but Captain Case is no slouch. They broke up the game and are now on the way up the lake.

It seems very strange that vessels will run back to the river and let go their anchors in the channel, as they often do. The schooner Smith & Post was the first to come in and let go in the channel, and then the Harvey Bissell. As luck would have it, nothing came in during the night, but about 8 o'clock on the morning of the 13th the schooner H. C. Richards came in at the rate of ten miles an hour, and would have run into the Bissell had not the ferry steamer Beckwith seen her coming and run out and got a line to her just in time to avoid a serious collision.

The schooner John O'Neil had her fore gaff carried away on Lake Erie. She received a new one at Dunford & Alverson's yard on her way up.

The captain of the schooner Tilden has arrived with divers and men, and will make a survey of the schooner, and then proceed at once to take out the ore, put chains under her, litt her, and tow her into shoal water, where they will leave her during the winter.

As the ferry steamer Conger was taking a pontoon to the schooner Tilden, sunk below Port Huron, the pontoon got away from the Conger, went down with the current, and struck the schooner's fore mizzen and fore mast, carrying them both away. After that the Conger left in disgust. The pontoon is now lying partly across the schooner, but will be removed as soon as they can get a tug to pull it off. RUBENZY.

MANITOWOC.

The schooner Nellie Redington is reported to be going to pieces at Two Rivers. She has been at anchor off the north pier all day. She shipped one of her anchors at 5 p. m. and drifted against the north pier, and if the sea keep on will go to pieces before morning. Three of her crew have reached the harbor pier all right, but there are seven men more on board whose lives are in danger. The life saving crew can do nothing to help them on account of the sea.

KEWAUNEE.

The Justice Field tow broke up off this port to-day. Two of the barges were wrecked, resulting in the loss of eight lives. The Justice Field is a powerful lake tug, and is employed in towing the barges F. M. Dickenson, Emerald, Lillie May and G. W. Bissell, all of which are owned by Captain Blanchard, of Detroit. The tow passed through the Straits Monday night. All were coal-laden from Buffalo. The Dickenson and Emerald were bound for Manitowoc, and the May and Bissell for Milwaukee. Shortly after they doubled Waugoshance light they were struck by a furious gale from the northeast. The wind kept increasing in violence and a tremendous sea was worked up. The Field tried to work her tow under islands for shelter, but she was driven across the lake, and this morning was sighted off this port. In vain the tug tried to pull her consorts into the lake where they would be in no danger of going ashore, but she was unable to combat with the mighty breakers that were thundering along the beach. Shortly before daybreak, the Dickenson, which was the last barge of the tow, broke adrift and was driven ashore. Then the other barges let go their anchors and the Field, being unable to render assistance, steamed out into the lake. A big crowd of villagers assembled on the shore, but were unable to render any assistance to the shipwrecked crew of the Dickenson, who were clinging to the rigging and wildly signaling for help. A dispatch was sent to Two Rivers requesting the life saving crew there to come to the rescue, but they replied that it would be impossible to leave the station. The life saving crew at Sturgeon Bay were also appealed to, and it is reported that they are now on the beach with their apparatus. Four hours after the Dickenson struck the beach she filled and went down. There were eight persons aboard, including the woman cook, who hailed from Toledo. Two of the men and the cook perished, while Captain Robinson and three others clung to the planks, and after a terrible struggle in the breakers, reached the land. About this time a signal of distress was hoisted on board the Emerald, which was slowly dragging ashore. She rolled terribly, and at noon was driven on the beach. She at once began to go to pieces, and her crew of six men, with death staring them in the face, abandoned the wreck and made an effort to land in the yawl. They had pulled but a short distance, when a tremendous sea rolled over them. The yawl capsized and all but one drowned. This was Mate Breview, who caught hold of a piece of driftwood and clung to it until he was washed ashore. He was picked up in an insensible condition, and is being kindly cared for, although there is but little hope of saving his life. Just before dark the Bissell hoisted a distress signal, and it looks as if she also would suffer the same fate. The Lillie May is still at anchor, but is hourly dragging nearer to the beach. The gale shows no sign of abating. It is the worst that has been known here in many years.

THROUGH THE STRAITS.

MACKINAW CITY, Nov. 15.—Morning, down—Schooner Higgie, Porter, Fayette Brown, Montana.

Afternoon—Propeller Robert A. Packer.

Morning, up—Propeller Nyack, Montana.

Afternoon—Oneida.

MACKINAW CITY, Nov. 16.—Morning, down—Schooner John Wesley, propeller Jos. L Hurd, J. S. Fay with schooner D. P. Rhodes, Nahant.

Afternoon—Schooner Mary Lyon.

Morning, up—Propeller Forest City and consort, Progress.

Afternoon—A. C. Van Rialte, S. C. Baldwin and two barges, Favorite, New Orleans, J. H. Outhwaite and consort, tug M. Swain, with three vessels, propeller Onoko.

MACKINAW CITY, Nov. 17.—Morning, up—Schooner F. W. Gifford, propeller W. A. Haskell, Keystone and consorts, schooner Arthur, Itasca.

Nothing down. The propeller H. J. Jewett and several other craft passed up during the night, and several craft passed up to-day but could not get the names. The propeller Syracuse is at Mackinac Island, and the D. M. Wilson and two barges and several other craft are here at anchor.

PASSED DETROIT.

DETROIT, Nov. 15.—Passed up, morning—Barges New Orleans, Garden City and five barges, propeller Saginaw Valley, barge J. H. Outhwaite and consort, Hiawatha and consort. J. H. Prentiss and consorts, T. S. Christie and consort, Keystone and consort, Progress, Onoko, Westford and two barges, tug Champion and schooner C. C. Barnes.

Afternoon—Propeller Juniata, schooner Allegheny.

Morning, down—Barge Germania and four barges, propeller Canada, barge Yosemite and consort, Emma, Passaic and five barges, Benton and five barges, R. J. Hackett and consort, tug Brady and four barges, barge Ogemaw and three barges, tug Wilcox and schooner F. L. Danforth, barge A. A. Turner and four barges.

Afternoon—Steambarge Cleveland, two barges, and schooner Charles Crawford, tug Jessie and schooner Marengo, barge Missouri, and three barges, M. Sicken and four barges, propeller Idaho, tug Ballentine and schooner Hartford.

DETROIT, Nov. 16.—Passed up, morning—Propeller Wissahickon, barge Sheldon and schooner Kate Winslow, N. K. Fairbanks and consort, tug Samson and schooner S. L. Watson, Gladiator and barges, A. Carpenter, Ogarita, Myrtle and one barge, propeller Gordon Campbell, tug Ballentine and barge Fame, barge W. B. Hall, tug Crusader and barge W. A. Sherman, Oswego and schooner M. L. Higgie.

Afternoon—Tug Castle and schooner D.E. Bailey.

Afternoon, down—Barge Minneapolis and consort, propeller Chicago, barge Ira Chaffee and consort, tug Cushing and schooner Colonel Cook, Oswego and schooner Columbian, steambarges Orego, Cormorant and consort, tug Kate Williams, propeller St. Louis, tug Sweepstakes and schooner Ironton, barges C. J. Kershaw, Sanilac.

Afternoon—Tug Crusader, steambarge A. Weston and two barges.

DETROIT, Nov. 17.—Passed up, morning—Barge City of Concord and consort, Porter Chamberlain and three barges, Smith Moore, D. Leuty and four barges, tug Colton and barges Brooklyn, N. P. Goodell, barge Abercorn and two barges, propeller W. J. Averill, Toledo, barge Rhoda Emily and consort, N. Mills and three barges, Business, J. H. Devereux, Belle Cross and four barges.

Afternoon—Barge Salina and three barges, Empire and three barges, schooner A. Ford, propeller New York, tug Crusader, Oswego and schooner Ida Keith.

Morning, down—Tug J. P. Clark and three barges, Champion and schooner J. I. Case, Oswego, Moore and schooner Porter, barge R. A. Packer, propeller Portage.

Afternoon—Barge Gratwick and consort, tug River Queen and schooner M. Woodward, barge Oscoda.

THROUGH THE SAULT.

SAULT STE MARIE, Nov. 15.—Forenoon, down—Propeller Japan, steambarge W. H. Gratwick, schooner S. E. Marvin, steambarges M. M. Drake, Oregon, schooners Francis Palms, Jas. E. Gilmore.

Afternoon, up—Steambarges Cuba, City of Cleveland, Calumet, Hecla, Iron Chief, schooner Iron State.

SAULT STE MARIE, Nov. 16.—Forenoon, up—Tug E. M. Peck, schooner Florida.

Afternoon—Steambarges Wocoken, Jas. Pickands, Siberia, propeller Athabasca, and steambarge Escanaba.

PASSED PORT COLBORNE.

PORT COLBORNE, Nov. 15.—Passed up—Schooners Oliver Mitchell, Ogdensburg to Sandusky; Gulnair, Wellers' Bay to Cleveland; steambarge Abercorn, Sodus Point to Marine City.

Down—Schooner J. R. Noyes, Toledo to Ogdensburg; West Side, Detroit to Toledo; Watertown, Chicago to Ogdensburg; M. J. Cummings, Chicago to Ogdensburg; T. Beals, Detroit to Ogdensburg; Mediterranean, Detroit to Ogdensburg; W. R. Taylor, Toledo to Garden Island; steambarges Lincoln and Lisgar, Toledo to Edwardsburg.

PORT COLBORNE, Nov. 16.—Passed up—Propeller Pacific, Ogdensburg to Chicago.

Down—Propeller Canada, Duluth to Montreal.

PORT COLBORNE, Nov. 17.—Steambarge Tecumseh and consorts laid up here for winter. Nothing passed up or down since last report.

PROPOSALS FOR ROCK EXCAVATION AND DREDGING.

U. S. ENGINEER OFFICE, 89 EUCLID AVENUE, CLEVELAND, OHIO, November 10, 1886.

SEPARATE sealed proposals, in duplicate, will be received at this office until 11 o'clock a. m. Friday, December 3d, 1886, at which time they will be opened in presence of bidders, for Rock-excavation and Dredging at Ashtabula Harbor, Ohio.

Proposals will be accompanied by a written guarantee that in case the bid be accepted, contract will be entered into with good and sufficient security within ten (10) days after notice of such acceptance.

Forms, specifications and other information can be obtained at this office.

The United States reserves the right to reject any or all proposals.

L. COOPER OVERMAN, Major of Engineers.

U. S. ENGINEER OFFICE, 89 EUCLID AVENUE, CLEVELAND, OHIO, November 12, 1886.

SEALED PROPOSALS, in duplicate, addressed to the undersigned, will be received at this office, until 11 o'clock a. m. Monday, December 13th, 1886, for constructing 1200 linear feet, more or less, of the East Breakwater at Cleveland, Ohio.

Forms, specifications and other information can be obtained at this office.

The United States reserves the right to reject any or all proposals.

The sum allotted for the work, inclusive of the amount necessary for superintendence and office expenses, is about $130,000.

L. COOPER OVERMAN, Major of Engineers.

WINDLASS FOR SALE.

The undersigned have a Hadfield Patent windlass, for a one and three-eighths inch bar chain for sale cheap. JOHNSON & BATES, 927 Erie St., Racine, Wis.

GOLD fields are scarce, but those who write to Stinson & Co., Portland, Maine, will receive free, full information about work which they can do, and live at home, that will pay them from $5 to $25 per day. Some have earned over $50 in a day. Either sex, young or old. Capital not required. You are started free. Those who start at once are absolutely sure of snug little fortunes. All is new.

AN IRON MINE FOR SALE.

This mine is on the shores of Lake Huron, close to a good harbor. First-class ore, assayed 70 per cent pure iron. This ore is said by experts to be much better than Lake Superior iron ore, and the only ore of its kind so far discovered on this continent capable of making Bessemer steel. Will sell outright, on shares or a royalty. Specimens of ore furnished and inspection of mine solicited.

Also, two silver mines on Lake Superior, close to a good harbor. Specimens furnished. Apply to MARINE RECORD, Cleveland, Ohio.

MARITIME LAW.

THE REPUBLIC AND AURANIA—OVERTAKING VESSEL—COLLISION—LOCAL AND INTERNATIONAL REGULATIONS.

U. S. District Court, Southern District of New York.

* * * * * * * * *

Judge Brown opens his opinion of the collision by querying whether the New International Rules (Act. March 3, 1885; 23 St. & L. P. 438) or the rules previously existing and embodied in the Revised Statutes, (§ 4233) or the local rules of the supervising inspectors are applicable to vessels navigating in harbors within our coast waters.

"The enacting clause of the Act of March 3, 1885, provides:

"That the following 'Revised International Rules and Regulations for Preventing Collisions at Sea' shall be followed in the navigation of all public and private vessels of the United States upon the high seas and in all coast waters of the United States. The concluding section of the act is a repealing clause, declaring that "all laws and parts of laws inconsistent with the foregoing Revised International Rules and Regulations for the navigation of all public and private vessels of the United States upon the high seas and in all coast waters of the United States, are hereby repealed, except as the navigation of such vessels within the harbors, lakes and inland waters of the United States.

"Both these vessels were, indeed, English; but the British Act subjects British ships to these same regulations, whether within British jurisdiction or not (Orders in Council, April 14, 1879, 4 Prob. Div. 243; Orders in Council, August 11th, 1884, 9 Prob. Div. 247.) Article 25th of the new rules provides that 'nothing in these rules shall interfere with the operation of a special rule, only made by local authority, relative to the navigation of any harbor, river or inland navigation.' It, therefore, by the exception in the repealing clause of the Act of March 3, 1885, the old rules are in force in the navigation of harbors situated within our coast water, they would seem to cover foreign vessels whlie navigating within such a harbor, whether in going out or coming in. * *' But from the pleadings and the testimony Judge Brown draws the inference that the pilots and officers of each of the vessels regarded themselves as sailing under the new rules, and therefore treats the question of fault according to these rules.

"The first and principal question is whether under all circumstances of the case the two steamers are to be regarded as crossing vessels under the 16th Article of the new rules, or whether the Aurania was an overtaking' vessels within the 20th Article. If the crossing rule governs, then the Republic is plainly in fault for not keeping out of the way of the Aurania which was upon her starboard hand; if the Aurania was an overtaking vessel within the meaning of the 20th Article, then under the language of that article the overtaking rule controls; the Aurania was bound to keep out of the Republic's way and was in fault for not doing so." * *

"The libelants insist that the Aurania in this case was an overtaking vessel because at the time when the signal whistles were exchanged i. e., when the vessels were from one to two miles distant from the Fairway buoy, the Aurania was further than the Republic from the buoy which was the immediate objective point of both. The Aurania claims that inasmuch as she had once passed the Republic above the Narrows and was from one to two miles ahead of the Republic when the latter took the Swash channel, if either was the overtaking vessel it was the Republic, which sought by means of the short cut through the Swash to head off and pass the Aurania before the latter reached the buoy.

Each of these contentions is, perhaps, correct, in a certain sense of the word overtaking, but neither, I think, in the sense of the rules of navigation. These rules have respect only to the liability to collision and do not come into operation until the need of precaution begins."

The judge then treats of the meaning of the term "overtaking" vessel, discussing the case of Whitebridge v. Dill, 23 How. 447 and the Cayuga, 14 Wall. 276, and concluding that a vessel which is nearly abeam of another and is sailing on a line converging with the other's course is not an "overtaking" vessel, though possibly moving faster through the water. "To constitute that relative situation, one vessel must be ahead, and the other more or less astern, when the need of precaution first arises. A vessel coming up from abeam, or not aft of the other's beam, is not astern of the other, and is, therefore, not an overtaking vessel in the sense of the rules."

The conclusion is then reached that the range of the regulation colored lights, i. e. two points aft of abeam, is to be taken as marking the line between an overtaking and a crossing vessel.

By extended consideration of the distances traversed by the vessels and the time occupied, by the number of revolutions of the propeller and the estimates of witnesses, the judge comes to the conclusion that during the few minutes before the collision the Aurania was going through the water at the rate of about 14.68 knots, and the Republic from 13.17 to 13.50 knots, a difference of from 1.18 to 1.51 knots between the two vessels. This view of difference in speed is supported by deductions drawn from a photograph of the Republic, which was taken by a passenger on the Aurania a short time before the collision.

The final conclusion is thus reached that neither of the vessels was at that time an overtaking vessel, but that, as neither vessel was astern of the other and their courses were somewhat converging, it follows that they were crossing vessels under the 16th rule and that the Republic was bound to keep out of the way of the Aurania, and, for not doing so, should be held in fault.

In considering whether the Aurania, though having the right of way, is chargeable with fault in not doing all that was obligatory upon her to avoid this collision, the question of the angle of convergence of the two vessels is first treated of. This the Republic claims was some 25°. The Aurania contended that the courses were nearly parallel. The judge holds with the latter vessel that the vessels were running upon courses not converging more than 1½ points, at least until very shortly before the collision.

"The contentions of the parties are in direct contradiction as to the immediate causes of the collision. Most of the witnesses on both sides seem to agree that shortly before the collision, apparently about one minute before, the stem of the Republic seemed to be approaching the Aurania's quarter more suddenly and more rapidly than the previous angle of convergence would account for. Accordingly each charges the other with a change of helm, the Aurania alleging that the Republic ported and thereby swung her stem against the Aurania; the Republic, that the Aurania ported and thereby swung her quarted towards the Bepublic, and the Republic also charges that suction from the Aurania's propeller and the great displacement of the Aurania also contributed to the result. The officers of each deny positively any such porting shortly before the collision."

The Republic stopped and reversed shortly before the collision; shortly before the order to stop and reverse as the master and pilot testify, an order was given to put the helm hard-a-star-board. The wheelsman testifies that he did starboard, but it appeared that the starboarding did not have the customary effect upon the vessel's course.

The vessels, prior to the collision, were running about 250 feet apart and the Republic's stem relatively to the Aurania, was only 200 feet in advance of its place at the collision. In such a situation no influence of suction from the Aurania could have been felt at that distance apart. Nor could this approach have been caused by porting on the part of the Aurania and thereby swinging her stem toward the Republic, as a porting of the wheel would have swung her toward the Republic but 26 feet in all.

The only causes which could have produced the deflection are either the Republic porting, or the unavoidable swinging of her stem to the northward through the effect of the southerly wind. If she ported, either it was done deliberately by the order of the officers in order to go astern of the Aurania, which order was to late, or else that the wheelsman, though ordered to starboard, in fact ported by mistake. "The first of these alternatives involves direct perjury in the testimony of all the officers concerned in the navigation of the Republic; the second involves two separate, concurrent mistakes on the part of the wheelsman and of the master, for not only does the wheelsman say he did starboard, but the master says that before the order to stop and reverse, he went to the "tell tale" in order to see and did see, that the helm was hard-a-star-board, and that it did not seem to have much effect."

"The position of the Republic in reference to the Aurania was, however, such that it was quite possible that the wind may have canted the Republic's stern to the northward and have thereby produced all the deflection from her course that is necessary to explain the results as given by witnesses. * * The wind though moderate, but could not affect the Republic unequally, and operate with consider able force when the whole after half of the Republic was presented to it, while the forepart was in the lee of the Aurania, which had a free board of 24 feet out of the water and was higher than the Republic." This theory of the cause of the deflection of the Republic from her course the judge adopts.

"But whichever of the causes precipitated the collision, it must be held to have been imprudent, rash and blamable navigation that suffered two vessels of such size, going through the water at a speed of about 15 and 16¼ statute miles respectively, upon courses converging about one point, to come within 250 or 300 feet of each other without any material effort by either up to that time to keep away. * * Such proximity under great speed for such large vessels very plainly involved 'risk of collision' within the meaning of the rules. 'Risk of collision' means, not merely certainty of collision it no efforts be made to avoid it, but danger of collision; and there is danger, or risk of collision, whenever it is not clearly safe to go on. * *"

"In my judgment there was risk of collision within the meaning of the rules some time before these vessels had come within 300 feet of each other, and at least two minutes before the collision, by reason of their converging courses, their great speed and their great bulk which prevented rapid handling. Two minutes before the collision the Republic's stem was already at least 150 feet behind the Aurania's stern and the latter vessel was evidently going ahead and crossing the Republic's bow. Even, therefore, it the Republic had had the right of way, it would have been her duty, being already somewhat astern, and the intent of the other being clear, to slacken speed at once or stop if necessary, under the 17th rule. Having the right of way does not dispense with the 17th rule, nor supersede the obligation to stop when actual risk of collision is impending. * *"

"The same considerations apply to the Aurania, though I have found she had the right of way, because at least two minutes before the collision, it was, I think, sufficiently manifest to the Aurania that the Republic was not performing her duty to keep out of the way by a safe and secure margin, either by steering sufficiently to the northward or by slackening speed so as to drop astern, nor taking any steps to keep out of the way, but was keeping on with unabated speed, in gross violation of her duty and upon a course that involved at least the risk of collision, since the close approach of the vessels left no margin for any of the unexpected contingencies of navigation. * * The duty to keep out of the way, as this court has recently held, embraces the duty to keep away by a prudent and safe margin. (The Laura v. Rose, 24 Fed. Rep. 104,) and when the Republic was plainly and grossly neglecting her duty in this regard, * * it became obligatory upon the Aurania, though she had the right of way, to do what she reasonably could to avoid, not perhaps the certainty of collision, but the impending risk of it. She was not in this case required to slacken speed; because in the situation as it then existed, although in my judgment the vessels were 'approaching each other' within the meaning of the 17th Article i. e. sidewise, yet as slackening would have tended to promote collision, a departure from that rule, under the provisions of Article 24, is proved to have been necessary, and she is, therefore, without fault in that respect. But she could and ought to have ported her helm and gone to the southward of the buoy. * * Rule 22 indeed requires that the vessel having the right of way shall keep her course; but that is in order to avoid collisions, not to run into them. Rule 24 declares: 'Nothing in these rules shall exonerate any ship from the consequences * * of the neglect of any precautions which shall be required by the ordinary practice of seamen, or by the special circumstances of the case.' * Rule 21 declares: 'In narrow channels every steamship shall, when it is safe and practicable keep to the side of the fairway, or mid channel which lies to the starboard side of such ship.' The Aurania did not keep to the starboard side of the channel, as the place of collision shows. * * The 'special circumstances of the case,' also, under Rule 24, in view of the Republic's neglect of duty and the close approach of the two vessels, required her to go to starboard, because that course would have been away from danger and from risk of collision, and because, in the situation of the two vessels, porting could not possibly have tended to thwart any movement of the Republic to avoid her. The Aurania, therefore, could have done something to avoid this collision, by porting enough to keep southward of the mid-channel by a reasonable distance, and to go south of the buoy, and thus in my judgment, would have avoided the disaster. Notwithstanding the fact that it was the primary duty of the Republic to keep out of the way, I am constrained to hold, though not without much hesitation, that the Aurania is also in fault. The reasou of the rules and the policy of the law, which, for the safety of life and property, demand that no reasonable effort to avoid collision shall be neglected by either vessel, compel me to hold both in fault, and that the damages be divided."

October 27, 1886.

CAPTAIN BOGGS' TRICK.

Captain Boggs, a Virginian, who held a captain's license on the Mississippi river before he was of age, and who for fourteen years had the contract to supply the military outposts in Utah, Colorado, New Mexico and Arizona with fuel, tells the following story:

"I was down in the Ute reservation in Colorado, and had strolled down to the shores of a small lake while my mules and teamsters were eating dinner, when I came across a party of about a dozen Indians. They were armed with rifles and were shooting at a snag which stuck out of the water about two hundred yards distant. The stakes for which they were shooting were composed of a quarter of a dollar for each man. I stood watching them for some time and then decided to enter the competition. Each man had three shots and the man who hit the snag the most times won the pot. The misses were told by the splash in the water; the hits by the absence of the splash. After some parley with the redskins I got them to allow me to enter the match, though they compelled me to deposit half a dollar, while they put in but a quarter. I had a 'Henry repeater' with me that, fortunately for my purpose, was then unloaded. I was accounted one of the best shots in that country, but knew that the Indians were not by any means slow. I slipped three cartridges into my rifle and as I did so I broke the ball off, thus leaving a blank cartridge. Of course no splash followed any of my shots and the Indians thought that I had hit the snag every time. I won that pot, but the next time I intentionally lost by not breaking the balls off and taking indifferent aim. I then broke all the balls off until I had won eighteen dollars. Then the Indians, who began to look at me with suspicion and awe, refused to shoot any more. I invited them up to the store and spent the money on knick-knacks, which I divided among them. I then took them back to the lake and showed them the trick. They were very much surprised, but took it in good part. On returning that way a few days after I found the same Indians on the lake shore shooting a big match with a neighboring tribe, whom they were rapidly cleaning out of everything. I learned that they had "skinned" every Indian in the country that they could get to shoot against them. I said nothing, but mused on the readiness of the savage to adopt the white man's tricks."

OIL ON THE WATER.

A dispatch from Chicago giving an account of the experience of the steamer Bessemer in last week's gale, says: The steamer Bessemer, which reached Chicago last night, had a narrow escape from a serious disaster while coming down Lake Superior. She was ore-laden from Two Harbors and while doubling Keweenaw Point encountered a terrible gale. She ran into Eagle Harbor for shelter and when the gale abated again got under way. A few hours later the wind again freshened into a gale from the southeast and while pitching into the big seas the rudder chains parted. Thus disabled, the steamer fell off into the trough of the sea and was drifting helplessly toward midlake when the steamer B. W. Blanchard sighted her signal of distress and went to her assistance. The Blanchard made a line fast to the disabled steamer and held her up into the wind while temporary repairs were being made. It took about two hours and a half to splice the chains so that the steamer could handle herself and she then ran under the lee of Grand Island and completed repairs. Captain McArthur, in relating the incident attending the mishap, gives an interesting account of his first experience in pouring oil on the troubled waters. When the Blanchard took hold of his steamer she was rolling heavily, and the seas were sweeping entirely over her. At times she was almost buried and there is hardly a whole pane of glass left in her cabin or pilot-house. Realizing that it would be impossible to splice the chains while the steamer was lurching so badly, Captain McArthur was almost in despair, when it occurred to him that he might check the terrible straining of his vessel by pouring oil on the waves. He had often read accounts of the use of oil in quieting the seas, but had never seen a practical demonstration of the theory. As an experiment he had a barrel of oil rolled on deck, and its contents were allowed to trickle over the bows through a small tin can. The effect was almost instantaneous, for the waves soon flattened out, and so long as the oil was used the steamer rode easily. The Bessemer passed the Sault Sunday morning, and was delayed two days on Lake Michigan by adverse winds and heavy head seas. She also ran short of fuel and was obliged to put into Milwaukee to replenish her bunkers before proceeding to Chicago.

Charles Noble has been made master of the steambarge D. M. Wilson, vice A. Cuson.

The Kingston News says: Captain W. Dandy, of the schooner B. W. Folger, has had the honor of always being the last captain on the lake.

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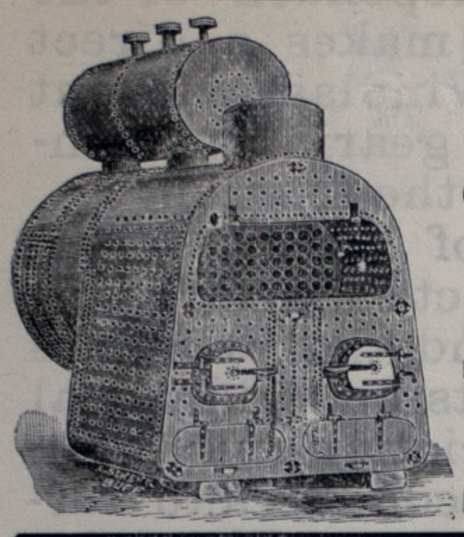

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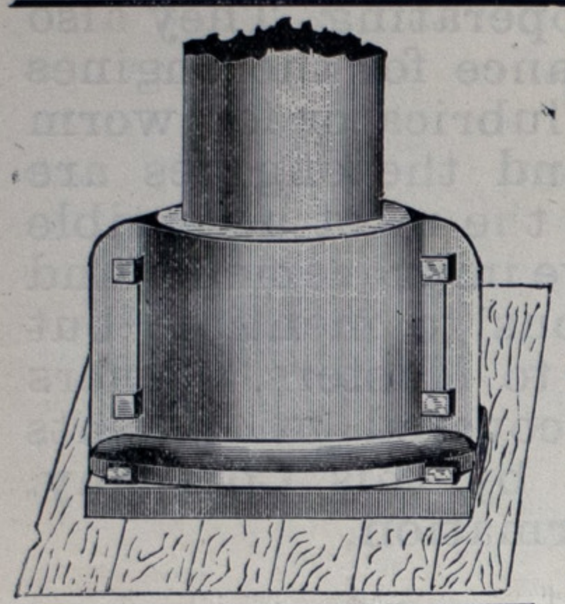

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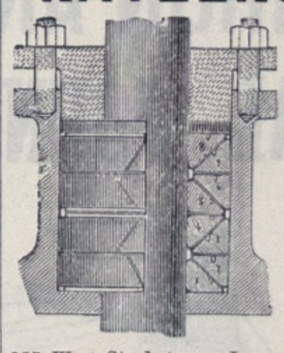

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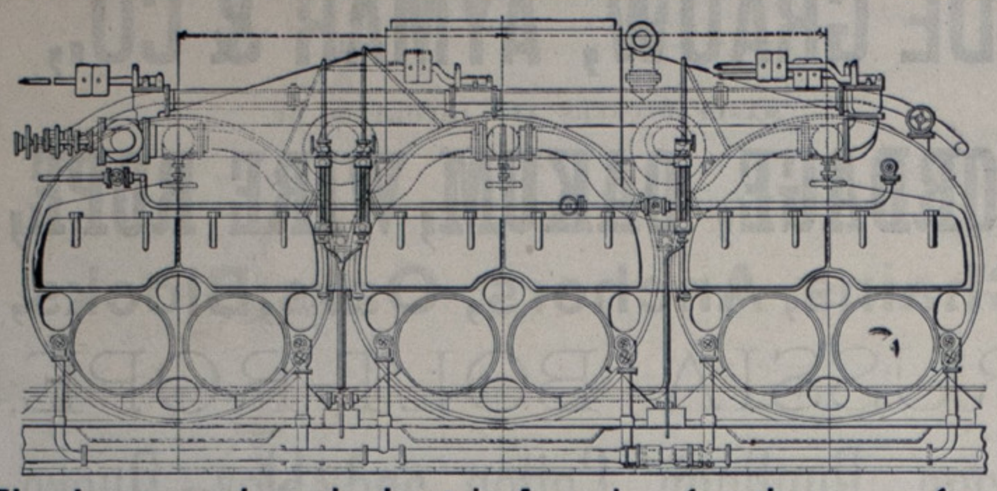

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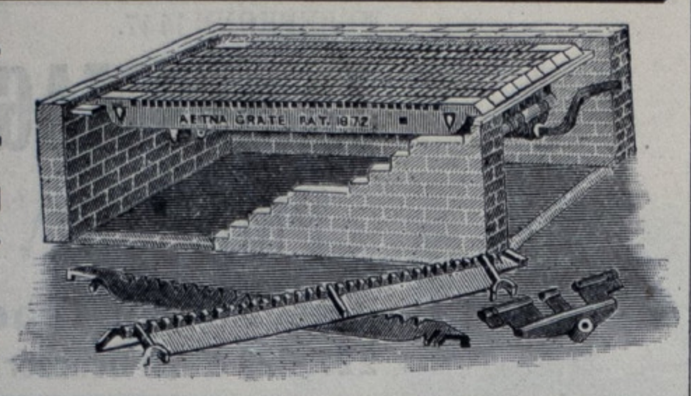

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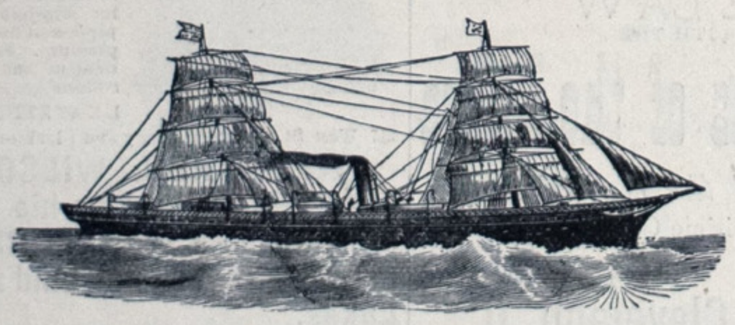

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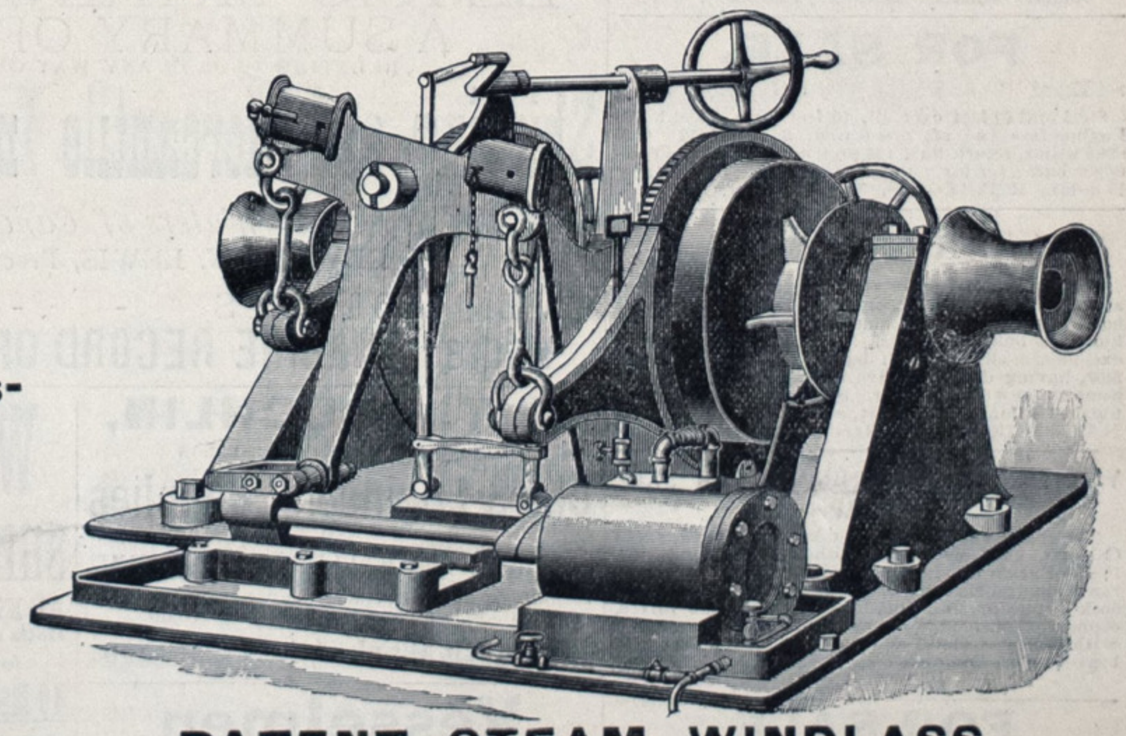

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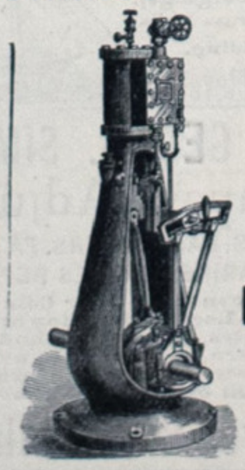

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